

H:\P21\0401dwg\140gnd1.dwg, 12/05/2003 11:34:47 AM

GENERAL NOTES

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
01-00014-01-BT	MADISON	160	2
GENERAL NOTES			

97223

1. THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) HIGHWAY STANDARDS WITH THE REVISION NUMBER LISTED ON THE COVER SHEET OF THE PLANS SHALL APPLY TO THIS PROJECT.
2. UNDERGROUND FACILITIES, STRUCTURES AND UTILITIES HAVE BEEN PLOTTED FROM AVAILABLE SURVEYS AND RECORDS. THEIR LOCATIONS MUST BE CONSIDERED TO BE APPROXIMATE ONLY. IT IS POSSIBLE THERE MAY BE OTHERS, THE EXISTENCE OF WHICH IS NOT PRESENTLY KNOWN OR SHOWN. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THEIR EXISTENCE AND EXACT LOCATION AND TO AVOID DAMAGE THERETO. ILLINOIS LAW REQUIRES A MINIMUM 48-HOUR NOTICE TO ALL UTILITY COMPANIES BEFORE DIGGING. FIELD LOCATIONS OF UNDERGROUND FACILITIES MAY BE OBTAINED BY CALLING THE J.U.L.I.E. SYSTEM AT 800-892-0123 AND PROVIDING 48 HOURS ADVANCE NOTICE. NON-J.U.L.I.E. MEMBERS MAY BE CONTACTED DIRECT. AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT LIMITS ARE LISTED BELOW.
3. ANY FACILITIES OR APPURTENANCES WHICH ARE THE PROPERTY OF ANY PUBLIC UTILITY LOCATED WITHIN THE LIMITS OF CONSTRUCTION SHALL BE RELOCATED OR ADJUSTED BY THEIR RESPECTIVE OWNERS. THE CONTRACTOR SHALL NOTIFY AND COOPERATE WITH THE OWNERS OF ANY SUCH FACILITY IN THEIR REMOVAL AND REARRANGEMENT OPERATIONS IN ORDER THAT THESE OPERATIONS AND THE CONSTRUCTION OF THIS PROJECT MAY PROGRESS IN A REASONABLE MANNER. ALL ROADSIDE OBJECTS (UTILITY POLES, FIRE HYDRANTS, SIGNS, ETC.) SHALL BE RELOCATED TO PROVIDE A MINIMUM OF 2 FEET CLEARANCE, MEASURED FROM THE FACE OF CURB TO THE NEAR EDGE OF THE OBJECT.
4. THE FOLLOWING UTILITY COMPANIES MAY HAVE FACILITIES LOCATED WITHIN THE LIMITS OF CONSTRUCTION, WHICH MAY REQUIRE ADJUSTMENT, RELOCATION OR REMOVAL.
- |  |   |
|--|---|
| SBC (TELEPHONE)<br>203 GOETHE STREET<br>COLLINSVILLE, IL 62234<br>(618) 346-6400   | ILLINOIS POWER CO. (GAS & ELECTRIC)<br>2600 NORTH CENTER<br>MARYVILLE, IL 62062<br>(618) 346-1287                                 |
| CHARTER COMMUNICATIONS (CABLE TV)<br>210 WEST DIVISION STREET<br>MARYVILLE, IL 62062<br>(618) 345-8121                               | McLEOD USA (FIBER OPTIC)<br>101 EAST SHAFFER<br>FORYSTHE, IL 62535<br>(217) 876-7194  |
| CITY OF EDWARDSVILLE<br>(WATER & SEWER)<br>118 HILLSBORO AVENUE<br>EDWARDSVILLE, IL 62025<br>(618) 692-7535                          | RELIANT ENERGY, GAS TRANSMISSION<br>COMPANY (GAS)<br>4500 WEST 61 <sup>ST</sup> STREET<br>LITTLE ROCK, AR 72209<br>(501) 377-4614 |
| CITY OF TROY (WATER & SEWER)<br>116 EAST MARKET<br>TROY, IL 62294<br>(618) 667-9924  | SOUTHWESTERN ELECTRIC<br>COOPERATIVE (ELECTRIC)<br>2143 VADALABENE DRIVE<br>MARYVILLE, IL 62026<br>(618) 288-6858                 |
| ILLINOIS AMERICAN WATER CO. (WATER)<br>100 NORTH WATERWORKS DRIVE<br>BELLEVILLE, IL 62223<br>(618) 277-7450                          | VILLAGE OF GLEN CARBON<br>(WATER & SEWER)<br>124 SCHOOL STREET<br>GLEN CARBON, IL 62034<br>(618) 288-1200                         |
| ILLINOIS CONSOLIDATED TELEPHONE<br>COMPANY (FIBER OPTIC)<br>121 SOUTH 17 <sup>TH</sup> STREET<br>MATTOON, IL 61938<br>(217) 234-3014 |   |
5. UTILITY INFORMATION REPRESENTS THE BEST INFORMATION AVAILABLE TO THE LOCAL AGENCY AND IS ONLY INCLUDED FOR THE CONVENIENCE OF THE BIDDER. IT IS UNDERSTOOD AND AGREED THAT THE CONTRACTOR HAS TAKEN THE FOREGOING INTO CONSIDERATION IN PREPARING HIS/HER BID, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR ANY DELAYS OR INCONVENIENCE CAUSED BY SAME.
6. THE CONTRACTOR SHALL REMOVE, MAINTAIN IN A TEMPORARY LOCATION AND PERMANENTLY RESET ALL MAILBOXES, TRAFFIC SIGNS, STREET NAME SIGNS AND ALL PRIVATE AND COMMERCIAL SIGNS WHICH INTERFERE WITH CONSTRUCTION OPERATIONS IN ACCORDANCE WITH ARTICLES 107.20 AND 107.25 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" AND AS DIRECTED BY THE ENGINEER. THE COST OF THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT.
7. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER AND AN AUTHORIZED SURVEYOR, OR AGENT, HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.
8. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO ORDERING MATERIALS AND COMMENCING CONSTRUCTION.
9. THE CONTRACTOR SHALL CONFINE ALL OPERATIONS TO THE AREA LOCATED WITHIN THE CONSTRUCTION LIMIT LINES, SHOWN ON THE PLANS. ANY AREA DISTURBED BEYOND THESE LIMITS SHALL BE RESTORED TO ITS ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE.
10. TOPSOIL MAY BE STOCKPILED ON SITE AND REUSED TO ENSURE THAT A MINIMUM OF 4 INCHES OF SUITABLE MATERIAL IS IN PLACE PRIOR TO SEEDING. SPREADING OF THIS MATERIAL SHALL BE INCIDENTAL TO "EARTH EXCAVATION".
11. TRENCH BACKFILL IS CONSIDERED INCIDENTAL TO PIPE CULVERT REMOVAL AND STORM SEWER REMOVAL AND WILL NOT BE PAID FOR AS A SEPARATE ITEM.
12. WHERE TREE REMOVAL CONFLICTS WITH EXISTING UNDERGROUND UTILITIES, THE CONTRACTOR SHALL CUT THE TREE OFF AT THE GROUND LINE AND GRIND THE STUMP AS DIRECTED BY THE ENGINEER.
13. THE LIMITS OF CLEARING SHALL BE 15-FOOT LEFT AND 15-FOOT RIGHT OF THE CENTERLINE OR AS DIRECTED BY THE ENGINEER. THE ENGINEER SHALL ESTABLISH THE LIMIT OF TREE REMOVAL PRIOR TO THE CONTRACTOR'S TREE REMOVAL OPERATIONS. EVERY ATTEMPT SHALL BE MADE TO PROTECT OLD GROWTH TIMBER FROM REMOVAL.

14. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE A 2 % CROSS SLOPE FOR ALL TANGENT SECTIONS OF THE BIKE PATH PAVEMENT IN THE SAME DIRECTION AS THE ADJACENT CROSS SLOPE DRAINAGE TO MAINTAIN FLOW ACROSS THE BIKE PATH. FOR HORIZONTAL CURVES, A SUPERELEVATION RATE OF 2% SHALL BE APPLIED FROM THE INSIDE OF THE HORIZONTAL CURVE TO THE OUTSIDE OF THE CURVE. FOR ADDITIONAL INFORMATION, SEE PAVEMENT CROSS SLOPE TABLE.
15. REMOVAL OF EXISTING BITUMINOUS (OIL & CHIP) ROADWAY SURFACE, PAVEMENT, AND AGGREGATE BASE IS INCLUDED IN THIS CONTRACT. THESE REMOVAL ITEMS MAY BE INCORPORATED INTO THE PROPOSED EMBANKMENT. SURPLUS AND/OR UNSUITABLE MATERIAL SHALL BE DISPOSED OUTSIDE THE LIMITS OF THE RIGHT OF WAY IN ACCORDANCE WITH ARTICLE 202.03 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION."
16. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO REMOVE AND PROPERLY DISPOSE OF EXISTING RAILROAD TIES AND DEBRIS WITHIN THE CONSTRUCTION LIMITS. THIS WORK SHALL BE INCLUDED IN "EARTH EXCAVATION" (SEE SPECIAL PROVISIONS)
17. PRIOR TO STARTING EARTHWORK OPERATIONS IN AREAS THAT DO NOT REQUIRE EXCAVATION, THE EXISTING BITUMINOUS (OIL & CHIP) ROADWAY SURFACE SHALL BE SCARIFIED OR BROKEN BY MECHANICAL MEANS, REDUCING ALL PARTICLES TO A SIZE NOT LARGER THAN 6 INCHES IN THE LARGEST DIMENSION.
18. ANY UNSUITABLE MATERIAL ENCOUNTERED DURING CONSTRUCTION SHALL BE REMOVED BY THE CONTRACTOR AND REPLACED WITH SUITABLE MATERIAL AS APPROVED BY THE ENGINEER.
19. THE CONTRACTOR SHALL BENCH THE PROPOSED EMBANKMENT INTO THE EXISTING SLOPES TO THE SATISFACTION OF THE ENGINEER.
20. FULL DEPTH SAW CUTTING ON ALL EDGES FOR REMOVAL ITEMS SHALL BE INCLUDED IN THE COST OF THE REMOVAL ITEM AS INDICATED AND IN ACCORDANCE WITH SECTION 440 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION."
21. ALL STORM SEWER AND CULVERT PIPE TO BE REMOVED, WHICH THE ENGINEER DEEMS FIT FOR RE-USE, SHALL BE SALVAGED BY THE CONTRACTOR IN ACCORDANCE WITH ARTICLE 501.02 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION." THE CONTRACTOR SHALL DISPOSE OF ALL OTHER STORM SEWER AND CULVERT PIPE IN ACCORDANCE WITH ARTICLE 202.03.
22. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ADJACENT PROPERTIES WHEN PERFORMING PIPE CULVERT REMOVAL AND INSTALLATION AT ENTRANCES.
23. STORM SEWER INVERTS SHOWN ON THE PLANS HAVE BEEN CALCULATED TO THE CENTER OF THE STRUCTURE. THE STORM SEWER SLOPES SHOWN ON THE PLANS IS THE PERCENT GRADE FROM CENTER TO CENTER OF STRUCTURE. THE LENGTH OF STORM SEWERS SHOWN ON THE PLANS IS THE DISTANCE FROM CENTER TO CENTER OF STRUCTURE. STORM SEWER SHALL BE MEASURED AND PAID FOR AS SPECIFIED IN ARTICLE 550.08 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION." FLARED END SECTIONS ARE LOCATED BY STATION, OFFSET AND FLOWLINE ELEVATION AT THE PIPE END OF THE FLARED END SECTION.
24. THE OFFSETS TO ALL INLETS AND MANHOLES ARE GIVEN TO THE CENTER OF THE FRAME AND GRATE OR LID. CONCENTRIC DRAINAGE STRUCTURES WERE ASSUMED WHEN CALCULATING THESE DIMENSIONS.
25. THE CONTRACTOR SHALL INCLUDE THE COST OF MAKING CONNECTIONS TO EXISTING DRAINAGE STRUCTURES IN THE CONTRACT UNIT PRICE FOR THE STORM SEWER ITEMS INVOLVED.
26. ALL DRAINAGE STRUCTURES CONSTRUCTED, ADJUSTED OR RECONSTRUCTED UNDER THE CONTRACT, SHALL BE CLEANED OF ANY ACCUMULATION OF SILT, DEBRIS OR FOREIGN MATTER AT THE TIME OF FINAL INSPECTION. THE COST OF THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE VARIOUS DRAINAGE STRUCTURE ITEMS IN THE CONTRACT.
27. EXCAVATIONS ADJACENT TO THE EDGE OF PAVEMENT SHALL BE PROTECTED WITH EXTENDED LEG BARRICADES AND STEADY BURN LIGHTS.
28. THE EXACT LOCATION OF BOLLARDS AND KIOSKS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
29. SEE THE SPECIAL PROVISIONS FOR OTHER INCIDENTAL CONSTRUCTION ITEMS AND OPERATIONS, WHICH ARE TO BE INCLUDED WITH AND PAID FOR UNDER CERTAIN SPECIFICATION PAY ITEMS.
30. THE CONTRACTOR SHALL CENTER THE TRAIL ON THE PREPARED RAILROAD EMBANKMENT IN FILL AREAS.
31. THE BRIDGE EMBANKMENT SHALL BE IN PLACE FOR APPROXIMATELY 60 DAYS BEFORE THE BRIDGE ABUTMENT PILING ARE DRIVEN. THE ACTUAL SETTLEMENT PERIOD WILL BE DETERMINED IN THE FIELD BY THE ENGINEER. SETTLEMENT SHALL BE MONITORED BY USING ONE SETTLEMENT PLATFORM FOR EACH EMBANKMENT IN ACCORDANCE WITH SECTION 204 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" AND THE SPECIAL PROVISION. THE PLACING AND MONITORING OF THE SETTLEMENT PLATFORMS AND ADDITIONAL FILL REQUIRED DUE TO SETTLEMENT, WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER CUBIC YARD FOR FURNISHED EXCAVATION.
32. THE FOLLOWING SYMBOLS, ABBREVIATIONS AND PATTERNS SUPPLEMENT OR SUPERCEDE HIGHWAY STANDARD 000001:
- |       |   |
|-------|---|
| AD    | ALGEBRAIC DIFFERENCE IN GRADE                         |
| BVCE  | BEGINNING OF VERTICAL CURVE ELEVATION                 |
| BVCS  | BEGINNING OF VERTICAL CURVE STATION                   |
| CONST | CONSTRUCTION  |
| CP    | CONTROL POINT   |
| ELEV  | ELEVATION   |
| EVCE  | END OF VERTICAL CURVE ELEVATION                       |
| EVCS  | END OF VERTICAL CURVE STATION                         |
| K     | LENGTH OF VERTICAL CURVE PER PERCENT GRADE DIFFERENCE |
| N/F   | NOW OR FORMERLY                                       |
| O/C   | OIL AND CHIP  |
| PE    | PERMANENT EASEMENT                                    |
| PROP  | PROPOSED  |
| PVI   | POINT OF VERTICAL INTERSECTION                        |
| PVC   | POLYVINYL CHLORIDE PIPE                               |
| TCE   | TEMPORARY CONSTRUCTION EASEMENT                       |
| TYP   | TYPICAL   |
| W     | WIDTH   |
33. RAILBANKED RIGHT OF WAY SHOWN IS FROM VALUATION MAPPING BY THE ILLINOIS TERMINAL COMPANY, ALTON, ILL. DATED DECEMBER 31, 192.
34. THE ENGINEER SHALL VERIFY DURING CONSTRUCTION ANY EXISTING FORESLOPES THAT ARE STEEPER THAN 3:1 (H:V) AND DO NOT PROVIDE A MINIMUM RUNOUT DISTANCE FROM EDGE OF PAVEMENT TO TOP OF BANK OF 5 FEET. WHERE THIS CRITERIA IS NOT MET, EITHER ADDITIONAL WOOD RAILING OR ADDITIONAL EARTHWORK WILL BE REQUIRED. THIS WORK SHALL BE MEASURED FOR AT THE CONTRACT UNIT MEASUREMENT AND PAID FOR AT THE CONTRACT UNIT PRICE FOR WOOD RAILING, EARTH EXCAVATION, AND/OR FURNISHED EXCAVATION.